

In the abstract

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The invention relates to vehicle suspension systems of the type incorporating leaf springs. The invention provides a suspension system for a vehicle wheel set including an upper leaf spring and a lower leaf spring. The suspension system is mountable on opposed sides of an associated vehicle generally transversely of and over an associated vehicle axle. One end of each of an upper and a lower leaf spring of the suspension system has a connection for attaching it to an associated vehicle chassis. An opposite end of the lower leaf spring is attached to the associated vehicle chassis. An auxiliary spring system is mounted in series with an opposite, free end of the upper leaf spring to provide the associated vehicle with ride characteristics and dynamic deflection geometry substantially the same as those of a conventional leaf spring system.
